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AMERICAN TUNABOAT ASSOCIATION

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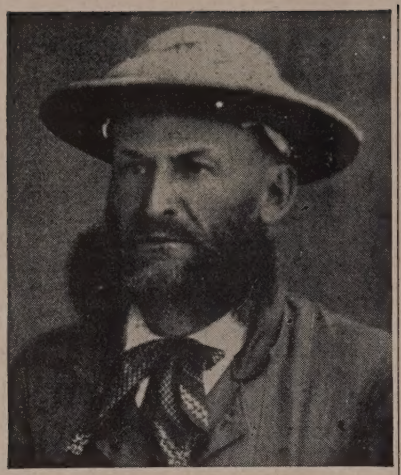

The Indian sang his death song

100 YEARS AGO, during a frontier skirmish, an Indian brave, singing his own death song, charged down on a young officer. Lieutenant George Crook, 4th Infantry, coolly fell to one knee, carefully aimed, fired, and dropped the brave in his tracks.

It was not Crook's first Indian, nor his last. By the time he made general, Crook was the greatest Indian-fighter this country ever had. Yet, he was also one of the best friends the Indians have ever had. For he understood them well, dealt fairly and firmly, and always kept his promises.

When General Crook died, Indians wept. And a Sioux chief named Red Cloud said: "He never lied to us. His words gave the people hope."

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International Fisheries Development

As most of the important stocks of commercial fish are wild and are not owned exclusively by any one nation, international cooperation on an increasing scale is essential for healthy development of the world's fisheries, states Dr. D. B. Finn, Director of FAO's Fisheries Division.

"The noticeable trend among nations to claim exclusive or special fishing rights in greater areas of the seas adjacent to their shores has, I think, drawn particular attention to this fact that most commercial fish stocks are wild and are hunted over vast stretches of seas where nobody has rights of individual ownership," said Dr. Finn. "It also illustrates the point that in some respects fisheries as an industry is at the stage reached by agriculture thousands of years ago, when beasts were hunted and little was known about growing crops.

"Of course," he continued, "we have made much progress in fishing techniques, gear, equipment and boats, and in the distribution and marketing of fish and fish products. But, in view of the fact that we still hunt fish over thousands of square miles of seas and oceans, we have not reached the stage of fish husbandry comparable with animal husbandry."

Dr. Finn declared that it was doubtful if such fish husbandry could ever be reached for certain species but that there were distinct possibilities with others. He added: "If we are to develop fish husbandry within the limits imposed by the conditions under which fisheries exist, then we must have a much greater measure of international cooperation. Such cooperation and collaboration can lead to the orderly development of world fisheries, including conservation measures, which will be of benefit to the fishing industries of all nations and result in an increased production of fish, crustaceans and mollusks."

Dr. Finn referred to a number of international fisheries agreements which have benefitted all concerned, such as the salmon and halibut fishing agreements in the Pacific, the whaling convention, the mesh size agreements in the North Sea and so on.

1957 Current Tables for Pacific Coast

The annual Current Tables for 1957 covering the Pacific Coast of North America and Asia have just been issued by the U.S. Coast and Geodetic Survey.

The new edition contains a table giving the predicted times of slack water and the predicted times and velocities of strength of current for each day of the year at a number of stations on the Pacific coast of North America and Asia. Included in the publication is a table of current differences and constants, a table for obtaining the velocity of the current at any intermediate time, a table giving the duration of slack, and a table of astronomical data for 1957. Coastal tidal currents, wind-driven currents, and the combination of currents are also discussed in the publication.

Current tables for the Pacific coast first appeared in 1898 as a part of the tide tables. They then consisted of brief directions for obtaining the times of slack water for a few locations from the times of high and low water. In the following year daily predictions of slack water for two stations were given, and by 1923, the tables had so expanded that they were then issued as a separate publication.

The Current Tables are sold by the sales agents, district offices, and the Washington office of the Coast and Geodetic Survey. Price 50 cents per copy.

Tuna Tariff Rates Contested

CANNED TUNA imports and tariff rates are again in the spotlight with an announcement from the Southern California canned tuna industry that it is appealing a recent ruling of the U.S. Customs Courts against the domestic industry.

By a two-to-one decision the Customs Court dismissed a suit brought by the tuna canners attacking the constitutionality of the trade agreement laws under which the government has negotiated cuts in the tuna tariffs. The decision was based on the Government's claim that laws affecting tariff rates can be protested only by a manufacturer or processor of a product which is "identical or similar" to that imported.

Domestic canners process two products, tuna packed in oil and tuna packed in distilled water. Imports from Japan consist almost entirely of tuna packed in water and salt, or brine.

"It would appear that the majority decision of the Court draws a fine line between tuna packed in distilled water and tuna packed in water and salt," said Charles R. Carry, Executive Director of the California Fish Canners Association.

"Ignoring the similarity of the two packs has made it imperative that we appeal since this decision is practically an invitation to the Japanese tuna canners to flood the American market with tuna canned in brine. For this reason we have instructed our attorneys to proceed."

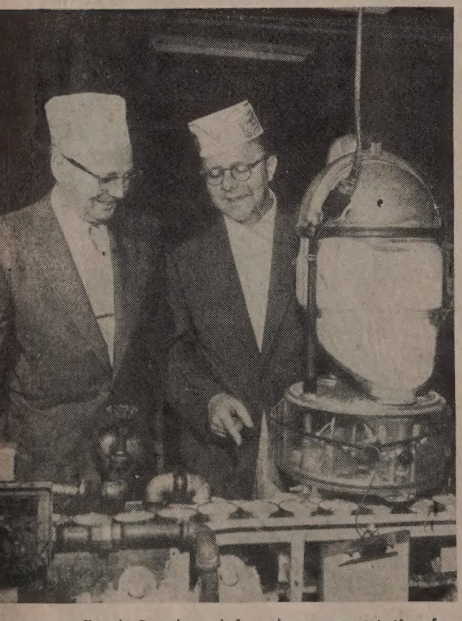
The present tariff situation was brought about in 1943 as a result of a trade agreement negotiated with Iceland which reduced the U.S. tariff on tuna packed in brine from 25% to 12½% ad valorem. Immediately Japan took advantage of this tariff reduction on the brine pack instead of the 45% duty levied on tuna packed in oil, with the subsequent imports causing constant peril to the domestic industry.

The case will go to the U.S. Court of Customs and Patent Appeals.

Tuna loins are cleaned and sorted as they move along the assembly lines on stainless steel conveyor belting. The eight lines in the Star-Kist plant employ 800 women and pack from 15,000 to 17,000 cases (720,000 to 816,000 cans) a day.

Quality Control Rates High In...

TUNA packing and canning



Frank Goodner, left, sales representative for Ac'cent, and Robert Pedersen, assistant to the vice president in charge of operations at Star-Kist and personally in charge of the quality control and research laboratories, watch how the machine at right neatly dispenses the correct amount of Ac'cent and salt into each can of tuna.

Top quality tuna is packed in oil with monosodium glutamate added to bring out peak flavor, declares J. G. Scharer, vice president in charge of sales and advertising, Star-Kist Foods, Inc., Los Angeles. And on the man-made fishermen's harbor known as Terminal Island, Star-Kist operates a thoroughly modern cannery to provide consumers with top tuna quality.

This company's system of quality control is such that it tags the catch of each boat separately and keeps a complete record of the circumstances under which the fish were kept from the moment they were caught until they arrived at the plant. Such things as the amount of salt in the freezing brine, the time the fish were in brine and how tightly the fish wells were packed are all recorded by quality control inspectors on the boats. The data relating to the raw fish are checked against the final rating given to the boatload by the taste testers who sample and rate cans from each boatload before they go into retail distribution.

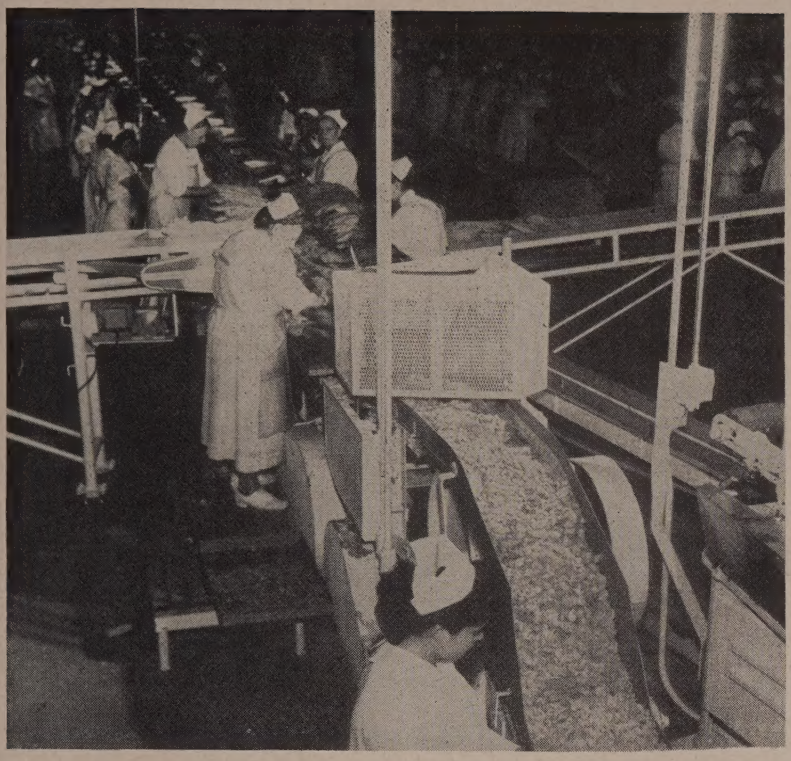
Some of its success with the folks who judge flavor is the fact that Star-Kist is the only tuna packer to add Ac'cent pure monosodium glutamate to each can.

Under the Star-Kist label are packed solid pack and chunk style tuna, and both white meat and light meat, in the familiar 7 oz. size, the 3½ oz. size, and the 13 oz. size which is rapidly gaining favor. Star-Kist also provides a dietetic pack without salt or oil, a canned tuna noodle dinner and a frozen tuna pie.

Quality and Flavor

The Terminal Island plant, which started operating at the end of 1952, prides itself on its cleanliness, speed of handling the catch, rapid cleanup time, and its efficient system of quality control. Star-Kist welcomes visitors and takes them on guided tours of the plant. Last year the company played host to 31,000 school children from the third grade on up.

As soon as the boatloads of fish have been inspected and tagged, they are speeded on their way to the canning plant by conveyor belt in flumes of water. When partially thawed,



Cleaned tuna loins are fed into a cutter to produce chunk style tuna. The cutter operates fast enough to fill 240 cans a minute. The girl in the foreground is one of the many inspectors who keep sharp eyes on the fish all along the way.

they are cleaned and thoroughly cooked. Although the plant handles 300 to 350 tons of raw tuna a day, cooking is done in batches of 15 tons each. Different size fish require different amounts of cooking time.

When the fish are cooled, they are ready to start on their way down a mile of stainless steel conveyor belting which speeds the fish from one operation to the next. Eight packing lines operate simultaneously, employing 800 women to do the various operations of cleaning, sorting, inspecting, supervising the cutting and chopping machines and checking the weight of the filled cans.

To bring out the best quality and flavor in the fish, Star-Kist for nearly five years has been adding Ac'cent to each can in combination with the salt—vacuum butter salt being used because it is similar to the Ac'cent crystal. As the final step before closing the cans and pressure-cooking the tuna, heated top grade soybean oil is added.

To maintain steady quality a quality control laboratory in the plant samples the product from each boat and each packing line every day. Plant foremen and foreladies open, sample and rate several cans from each line—approximately 200 cans a day. The Star-Kist formula for packing and selling quality tuna is obviously successful . . . its volume is showing a steady increase. *

Fishery Loan Program

The Small Business Administration and the U.S. Department of the Interior have concluded an agreement for administration of the recently established $10,000,000 fisheries loan fund.

Under the terms of the "memorandum of understanding" signed by the two agencies, all completed loan applications must first be sent by the applicant to the FAWS, either to the nearest designated fishery field office, or to the central office in Washington, D. C.

Applications approved for further processing will be forwarded by the Department to the SBA, which will initiate a field investigation to ascertain the applicant's financial standing. At the same time, the FAWS will determine the applicant's qualifications.

Loan applications approved by the Department of the Interior on the basis of investigations by the SBA and the FAWS will be transmitted to the SBA, which will perform the services involving the issuance of the check for the loan, collection of repayments, and other loan servicing functions.

Seafood Vacuum Packaging

A new vacuum package which has been used with striking success on some meat and cheese products may solve some problems in marketing seafoods both fresh and frozen, in modern self-service supermarkets.

Introduced under the famous Carnation tradename, the new process overcomes a great many of the problems connected with fresh fish marketing such as spoilage, odors, icing, weighing, and wrapping. Main factor is the use of a synthetic plastic material called Mylar, a product of the Dupont Corporation.

The fish industry may be expected to follow very rapidly the lead set in pre-packing meats and dairy products, and more recently the vacuumizing of these packages for better quality and greater extended storage life.

The vacuum process, in which a near perfect vacuum is created inside a strong transparent plastic pouch, enables seafood products to be marketed in three distinct and separate ways, all of them advantageous to dealers, wholesalers, shippers, and consumers.

First, fresh seafood can be vacuum-packed and marketed fairly near the point of production under normal refrigeration. The tough, airtight package extends the time factor over customary means of handling fresh seafood. Other advantages are ease of handling, sanitation and full visibility.

The second method is to freeze the vacuumized seafoods, handling shipment and storage as any other frozen food.

The third method is to freeze the vacuumized seafood, handling shipment and storage as any other frozen food, but in the final marketing step, the seafood will be displayed and allowed to slow-thaw under normal refrigeration without any loss of vacuum. The rate of sale will control the rate of re-stocking the display cabinets.

From the consumer's standpoint, the vacuum pack eliminates leakage and odors in the refrigerator. Also pre-packaged seafood saves time in weighing and pricing at stores.

Sardine Study

With the commencement of sardine fishing off California in October, Pacific coast biologists of the Fish and Wildlife Service began a special study with the sardine fleet to obtain plankton samples and temperature observations in the areas scouted and fished by the fleet. This work will be continued through December.

The object is to determine to what extent and in what way daily movements of sardines are related to distribution and density of planktonic organisms and temperature distribution. Sardines feed almost exclusively on certain of the small drifting plankton organisms.

By accompanying a large fishing fleet, the research vessed *Black Douglas* is assured of locating, within a few hours, any large concentration of sardines that may be present in the region. One ship alone could not hope to match the scouting capacity of the 90 to 100 commercial vessels. Furthermore, the scouting activities of the fleet often define areas in which sardines are not present, as well as areas in which they are present, during any one night.

Plankton is collected with a continuous Hardy Plankton Recorder, a device which collects plankton continuously while the ship is under way and makes possible estimations of the kind and amount of plankton at any point on the course over which it is towed. Although this instrument has been used on both sides of the Atlantic and in the mid-Pacific to collect plankton over long distances, this is the first attempt to use it on a relatively small scale.

Scripps Vessel Sails for Tuna Area Study

The *Stranger*, research vessel of the University of California's Scripps Institution of Oceanography at La Jolla, has sailed on a cruise to Panama to carry out research on the fishing grounds of the American tuna clippers.

Objective is to study the basic elements of the food chain of the sea, the minute drifting plants and animals that make up the plankton, in tuna-fishing areas.

Robert W. Holmes is scientific leader of the expedition, which includes Milner B. Schaefer, research director of the Inter-American Tropical Tuna Commission, and Robert Cushman Murphy, world-famous authority on tropical birds.

The *Stranger* will return to San Diego late in September.

Tuna Off Tahiti

A Japanese fisheries guidance vessel *Daifuji Maru* (470 tons) with a crew of 51 has been investigating fishing grounds in the South Pacific in the vicinity of Tahiti. The vessel has now concluded its operations after taking 372,000 pounds of yellowfin, big-eyed and albacore tuna at 36 fishing stations.

On the Tahiti ground the catch was mostly albacore, but because the season was inappropriate the schools were small and the fishing was not up to expectations. However, it is thought that this will be rather promising ground in the albacore season.

On new ground 1,000 miles ESE of Hawaii the catch was big-eyed and yellowfin tuna and the schools were extraordinarily concentrated, with as much as 16,500-24,800 pounds taken per station. This area is thought to show more promise for the future than the Indian Ocean.

Aerial Fish Drop Proves Money Saver

California's aerial fish planting program has set several new records this year.

The department's Beechcraft carried 6,941,879 trout, by nearly 3,000,000 from last year's total, and stocked 746 lakes as compared to 720 in 1955.

But probably the most significant figure is the planting cost per thousand fish. In 1949, a year after the program had begun on a large scale, the cost per thousand was $2.98. Last year it was down to $1.12, and now it has dropped to 89 cents.

Of the 1956 trout plant, 4,205,044 were rainbow, 1,202,015 were eastern brook, 197,000 brown, 303,000 Kokanee, 782,970 cutthroat and 251,750 golden.

The first experiments with aerial trout planting began in 1946 and resulted in the present large-scale program which has continued to grow ever since. Several other states have adopted it also, finding as this State did that the airplane transports more fish at less cost and reaches more lakes in the high back country than is possible any other way.

Fisheries Loan Funds

One of the new functions authorized by the Fish and Wildlife Act of 1956—the creation of a fisheries loan fund—is now starting to operate and loan application forms are ready.

Under one of the provisions of the new Act, the Secretary of the Interior is authorized to establish rules and regulations "to make loans for financing, and refinancing of operations, maintenance, replacement, repair, and equipment of fishing gear and vessels, and for research into the basic problems of fisheries." Loans can not be extended for any phase of a shore operation.

The broad objective of the fisheries loan fund created by the Act is to provide financial assistance which will aid the commercial fishing industry to bring about a general upgrading of the condition of both fishing vessels and fishing gear in order to produce more efficient and profitable fishing operations.

The Act authorized $10 million to provide initial capital as a revolving fund for these loans. The law provides that the loans will bear an interest rate of not less than 3% and will mature in not more than 10 years. Under the terms of the Act, a loan may not be granted unless reasonable financial assistance applied for is not otherwise available on reasonable terms.

Persons in the United States and territorial possessions who desire loans should obtain an application form and instruction sheet from the nearest Fish and Wildlife Service Fishery Market News Office. Western offices are located in the Post Office Building, San Pedro, Calif.; 421 Bell St. Terminal, Seattle, Wash. In Alaska applications may be obtained from the FWS Fishery Products Laboratory in Ketchikan and the FWS office in Juneau; in Hawaii from the FWS Laboratory, 2570 Dole Street, Honolulu.

Tuna in the Atlantic

The Japanese fishing vessel *Koun Maru* (479 tons) sailed from Misaki, Japan, with a crew of 33 to fish for tuna in the Atlantic Ocean. The vessel will make Genoa, Italy, its port of landing.

The reasons behind this plan are: (1) most tuna boats at present catch fish for the United States market, but because the fishing grounds of the Indian Ocean and the South Pacific require long voyages averaging about three months, the fish are brought back in poor condition and prices are low, and (2) as much as six months to a year passes from the time the fish is caught until it is exported.

Under the *Koun Maru's* operating plan, with a base at Genoa, the time from capture of the tuna to its landing will average about one month. The ship will fish in the Indian Ocean en route and the plan is to deliver about 300 tons of tuna at Genoa and then fish in the Atlantic. Around mid May 1957, the vessel will return to Japan with a cargo of Italian rice representing the value of the tuna landed in Italy.

Mexico's West Coast Shrimp Fishery

The shrimp season on the west coast of Mexico was the best that the industry has experienced for many years. Exports were high and the boats fishing in coastal waters averaged approximately 50 tons each.

As a result of the excellent season, shrimp-boat and plant owners were able to liquidate financial obligations that had accumulated during the past bad seasons. Plans for expanding and modernizing both plants and fleets are now under way. The shipyards at Mazatlan and Guaymas have under construction or under contract to construct some 40 additional vessels, which will bring the entire shrimp fleet up to about 450 vessels. All equipment for the vessels and shore plants is reportedly being made in the U.S.

The trend in the shrimp packing plants is to mechanize the processing of shrimp, partly to solve the problem of labor shortage during peak production and also to improve the packing and packaging of their products to meet consumer demands in the United States.

Lake Fisheries

The United States and Canadian catch of fishery products in the Great Lakes during 1954 amounted to nearly 125 million pounds according to figures recently issued by the U.S. Fish and Wildlife Service.

The United States portion of this catch amounted to 81 million pounds valued at 10 million dollars. Compared with the U.S. production of the previous year, this represented an increase of nearly 4 million pounds or 5% in quantity and 402 thousand dollars or 4% in value.

Lake trout production (2.3 million pounds) continued to decline during the year with the United States production of this item dropping nearly 160 thousand pounds below the previous year's production. The rapid decline in the catch of lake trout began in 1944 when lamprey depredation began on this species. Since that year the total catch of lake trout has declined steadily from 10.6 million pounds to under a fourth of that amount. Only 100 pounds of lake trout were taken in Lake Michigan in 1954 compared to nearly 6.5 million pounds in 1944.

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REVIEW AND

PRE-VIEW . . .

By A. L. BROSIO

ONE THAT WAS LOST . . .

It's a Continuing Problem . . .

TUNABOAT INSURANCE

THE PAST

WITH the end of the year in sight, it is timely to review the events affecting tunaboat insurance in 1956 and to take another peek into the future. Since half of the fun of forecasting is to check the results, we shall compare the events of 1956 with our predictions of last January.

Prediction: All of us connected with the tuna industry would like to believe that fewer boats will be lost in 1956 . . . If the law of averages continues to work in 1956 as it has in the past, we shall again have some unfortunate losses.

Result: The following conventional hook-and-line tuna clippers (60 feet registered length and over) have been lost during the year 1956 as of November 16:

Sunset
Sun Dial
Defiance
Explorer
Victory
Hornet

Considering that the fleet started 1956 with fewer vessels than in previous years (as losses have exceeded replacements), it can be said that the law of averages *has* continued to work right on schedule.

Prediction: There may be further adjustments in the number of underwriters interested in tunaboats.

Result: Some underwriters have stopped writing tunaboat insurance entirely and others have reduced their participation in such business.

Prediction: In spite of the great need for lower rates, we see no hope for a general reduction in 1956. It is more probable that we shall face a gradual hardening of rates.

Result: As everyone in the tuna industry knows, insurance rates have risen appreciably during 1956.

Prediction: Some of the boats will save money by buying less insurance; also by taking a higher deductible.

Result: There has been a definite trend toward higher deductibles. The trend toward buying *less* insurance has not been so pronounced.

Prediction: Some marginal boats will find it increasingly difficult to buy insurance except on restricted conditions and at higher rates.

Result: This prediction has proven accurate.

Prediction: There will be a growth in efforts and cooperation on the part of all interested parties toward reducing losses. This will include owners, brokers, underwriters, surveyors and others.

Result: On this prediction, we must admit that we missed completely. Although some attempts were made to create a committee of all interested parties to study past losses in an effort to prevent similar future losses, all such attempts failed. We believe this failure partly due to the fact that the tuna industry has been plagued by a number of economic and other problems overshadowing the problem of insurance. In addition, tunaboat owners have not forgotten a previous unsuccessful attempt to establish a program of cooperation on insurance matters and there appears to be the feeling that any similar attempt would again be doomed to failure.

Prediction: Among the first developments resulting from this cooperation will be steps directed toward reducing fire losses.

Result: Since this prediction was based on the assumption that a program of cooperation would be established, the results were equally disappointing. There is much work yet to be done with respect to prevention and control of fire in tunaboats.

THE TREND

Having reviewed the past, let us now analyze the trend before attempting to forecast the future. The following tabulation illustrates what has been happening to the tuna fleet, expressed in terms of gross registered tonnage, since 1952.

This article was prepared jointly for this publication and the "Tunaboat Insurance Bulletin" published by A. L. Brosio Company, San Diego, California.

. . . ONE THAT WAS SALVAGED

Trend of Losses by Years

Year	Gross Tonnage Beginning	Gross Tonnage Added	Gross Tonnage Lost	Percentage of Tonnage Lost
1952	60,217	493	2,833	4.70%
1953	57,877	0	2,277	3.93%
1954	55,600	746	1,916	3.45%
1955	54,430	1,116	2,456	4.51%
Average (4-year)	57,031		2,371	4.16%
1956 (to Nov.)	53,090	744	2,358	4.44%

The foregoing tabulation shows that the percentage of losses in 1956, though still incomplete, already exceeds the average for the four preceding years and is approaching the figure for 1952 which is remembered by most tuna people as a disastrous year on losses. While it is true that in 1952 we lost a large number of vessels, many were of comparatively small tonnage and value.

THE FUTURE

No one likes to be the bearer or the forecaster of unpleasant news but the crystal ball on tunaboat insurance does not reflect any brightness for the immediate future. A realistic analysis of the present situation leads to the predictions outlined below.

Losses

While physical deficiencies of hulls, machinery and equipment undoubtedly contribute to accidents at sea, most heavy losses of tunaboats have resulted primarily from human failures rather than from physical failures. For example, the widespread practice of making only periodic visits to the engine room, rather than maintaining a continuous watch therein, has resulted in many total losses which could have been avoided had someone been on watch when the condition leading to the accident first occurred.

This lack of discipline and personnel training cannot be corrected by insurance underwriters alone; the problem cannot be solved without the full cooperation of the boat owners themselves. As previously mentioned, boat owners have other problems which seem more serious at the moment and such things as personnel training, continuous engine room watches and better discipline generally are not expected to materialize within the near future.

Consequently, it would be illogical to predict that the rate of total losses is about to decline below the level of the past five years. We must instead predict that, until a constructive program of safety at sea is undertaken, this loss rate will increase due to the increasing "average age" of the boats, poorer maintenance of boats unable to show an adequate profit under current economic conditions and the fact that some of the better men are leaving the fleet and taking up other occupations—also because of economic conditions.

Insurance Rates

It has been pointed out that underwriters, collectively, have found tunaboat insurance unprofitable. Most boat owners do not believe this to be true. One reason for this difference of opinion is that the boat owner, in giving some thought to this question, has a tendency to compare the *aggregate gross premiums* paid by the fleet with the *aggregate total losses*. In other words, the tendency is to forget that the aggregate gross premiums paid by the fleet are initially reduced by commissions, survey fees, and some federal taxes.

Out of the remainder, underwriters not only pay for the total losses, which receive most of the publicity, but also must pay for many partial losses, tow bills and accident survey fees. Then, upon expiration of policies, underwriters dig down into their pockets once more, this time for a very sizable amount which goes back to the owners in the form of layup returns. Last, but not least, underwriters have their own overhead expenses to take care of.

Anyone wishing to make a rough estimate of the foregoing items of underwriters' income and outgo will quickly reach the conclusion that the underwriting of tunaboats has not been a lucrative business on the basis of past and present rates. With respect to insurance rates, therefore, we must predict that, until the boat owners themselves take steps toward reduction of losses as previously discussed, rates will continue their upward trend.

The Inevitable Solution

In our forecast for 1956 we stated "*the seriousness of the situation, leading as we believe to greater cooperation among all interested parties, will probably bring about the corrective measures dictated by the unfortunate losses of the past. If these lessons of the past are taken to heart in 1956, this year will indeed have been a favorable turning point.*" As it turned out, 1956 has not brought about the corrective measures and the turning point that we had foreseen but the longer the day of reckoning is postponed, the more drastic will be the remedy when it comes.

Two powerful forces are building up: on the one hand insurance rates are approaching a level that will threaten to bankrupt many tunaboats; on the other hand more and more underwriters will decide that they cannot afford to write tunaboat insurance any longer. Sooner or later these two forces will bring about the one and only possible solution to the problem of tunaboat insurance—*a constructive program of cooperation among all interested parties, designed to utilize the lessons of the past to reduce the losses of the future.* *

Fish and Wildlife Setup Reorganized

Secretary of the U.S. Department of Interior, Fred A. Seaton, announced that reorganization of the Department's Fish and Wildlife Service, as provided by Public Law 1024 enacted this year, became effective as of the close of business on November 5, 1956. Appointments have not been made to the two new top-level positions created by the reorganization—Assistant Secretary for Fish and Wildlife, and Commissioner of Fish and Wildlife. Appointments to both positions are to be made by the President, and are subject to Senate confirmation.

Two separate bureaus are established under the reorganization as components of the new United States Fish and Wildlife Service, the Bureau of Sport Fisheries and Wildlife and the Bureau of Commercial Fisheries. Details with respect to internal organization and functions will be announced shortly.

Secretary Seaton designated John L. Farley as Acting Director, Bureau of Sport Fisheries and Wildlife, and Arnie J. Suomela as Acting Director, Bureau of Commercial Fisheries. Farley has been Director and Suomela his been Associate Director of the old Fish and Wildlife Service.

The Bureau of Sport Fisheries and Wildlife will be responsible for matters relating primarily to migratory birds, game management, wildlife refuges, sport fisheries, sea mammals (except whales, seals, and sea-lions), and related matters. The Bureau of Commercial Fisheries will be responsible for matters relating primarily to commercial fisheries, whales, seals and sea-lions, and related matters.

WASHINGTON STATE SALMON

Runs of salmon which have been created by hatchery plantings and maintained with the aid of fishways and fishing closures provided phenomenal escapement interest in the state of Washington this fall.

Outstanding are the Klickitat River silver and chinook runs on the Columbia River watershed and the fall chinook escapement to the Green River hatchery on Puget Sound. Kalama, Puyallup, Elokomin and Samish rivers are exceeding last year's totals by a large margin.

Department of Fisheries observers at the Klickitat River fishery near Bingen have counted through 4,300 silvers and 2,050 fall chinook—the highest since introduction of the two species five years ago. This is estimated as only a minimum of 50% of the run. The remainder negotiated the falls alongside the fishway or were captured by Indian fishermen downstream. At Klickitat hatchery, from which the original plantings were made, Supt. Leonard Hyden and his crew had taken more than 4,100,000 chinook eggs—five times the total in 1955—and had 1,900 silvers in the ripening ponds.

At Green River hatchery, located on Soos Creek near Auburn, Supt. Steve Fallert was swamped with fall chinooks returning to their point of origin in the greatest number since 1935. Through last week his crew had handled 6,000 fish and taken 7,000,000 eggs; Monday there were still 7,000 chinooks in the holding pen and more than 3,000 others were jamming the little stream between the hatchery and its confluence with the Green River. Veteran hatcherymen think the egg-take will double last year's 10 million figure.

The Puyallup River station, located on Voights Creek near Orting, has taken 3,150,000 eggs from 1,700 chinooks and Supt. George Houston esimated that another 1,500 fish were in the creek. This is three times the size of any run in recent years.

Further expansion of the salmon rehabilitation program in the Lower Columbia River watershed will be provided for in the Department of Fisheries 1957-1959 budget request, which calls for construction of a $875,000 hatchery on the Kalama River.

The new station will be built with state monies but will be reimbursable 100% by the Federal Government under the Lower Columbia River Fisheries Development Program.

Construction is dependent upon action of the next congress in appropriating money; however, the project is a key feature of the Lower Columbia River Program for the fiscal year ending 1958.

Japanese Salmon Pack

According to a preliminary estimate, approximately 2 million cases of canned salmon are expected to be packed by the Japanese industry this year. Floating canneries or mothership operations are expected to pack 1,620,000 actual cases; shore canneries are expected to pack from coastal salmon 250,000 cases and from high-seas salmon 150,000 cases; a grand total of 2,020,000 cases.

The carryover from the previous year's pack amounts to some 100,000 cases, making a total available for sale of approximately 2,120,000 cases of which 1,700,000 are expected to be exported and 400,000 cases to be sold on the domestic market. It is estimated that approximately 500,000 cases will be sold in the United States, the same amount in the United Kingdom, and 700,000 cases to all other countries.

Government Fur-Seal Auction

An increase of 6.3% in prices of United States fur-seal skins marked the semiannual auction of Government-owned furs at St. Louis on October 5, Secretary of the Interior Fred A. Seaton announced recently.

A total of 26,890 skins, products of the sealing industry administered by the Department of the Interior's Fish and Wildlife Service on the Pribilof Islands, brought $2,714,852. This compares with 27,017 skins sold for $2,519,994 at the April 17 sale. The grand average for all skins sold for the account of the United States Government was $100.96; at the April sale it was $93.27. The grand average at the October 1955 sale was $94.14.

Of the Alaska skins, 17555 were dyed "Matara" (brown), 419 were "Safari" brown (a lighter brown), and 8,916 were blacks. The Matara skins brought an average of $97.26, an increase of 5.5% over the April auction. The Safari skins sold for an average of $76.81, an increase of 18.3%. The black skins averaged $109.38, an upward change of 7.25% over the April sale price of $103.18.

Prior to the auction an announcement was made that the Pribilof Island fur seal take for 1956 would amount to approximately 122,000 skins.

The next auction is scheduled tentatively for April 5, 1957, at which time the normal quota of United States skins to be offered for sale will be increased by about 3,000.

Japanese and Brazil Research Efforts

The fishery research ship *Toko Maru* (1,100 tons) left Japan for Brazilian coastal waters to help the Brazilian government find out how it can better develop its marine resources.

The expedition is led by five Japanese fisheries experts; they will employ a great deal of new equipment for fishing and processing, and the collecting of oceanographic and biological data.

This is the latest in the series of cooperative endeavors undertaken between the two countries in varied fields such as culture, commerce, emigration, and fishing.

While statistics show that Brazil's catch is the largest in Latin America, experts feel that favorable natural conditions make much larger catches possible. They point out that the coastal waters include the mouth of the Amazon where the intermingling of fresh and salt water provides rich nutritive compounds; the Brazilian warm current which abounds in migrating schools of fish; and the extensive South Brazilian sea shelf where the Brazilian warm current and the Falkland cold current meet.

Scientific development of these fishing grounds can bring the people of Brazil a larger supply of protein and contribute greatly to the Brazilian economy.

The charting and collection of scientific data in the area will run from mid-December, 1956, to late April, 1957.

Canned Fish to the Philippines

Canned mackerel and canned herring may now be imported into the Philippine Republic without limitations on foreign exchange.

These items are among those for which the Central Bank of the Philippines recently removed foreign exchange import restrictions. The action is expected to open the way for sales of these commodities to the Philippines.

According to a dispatch from the U.S. Embassy in Manila, reporting the action, the following canned fishery products have been free of controls for some time: cutttlefish; salmon; and sardines, including anchovies packed sardine style.

U.S. 1956 Salmon Pack

Preliminary figures indicate that the 1956 pack of canned salmon will total 2,989,031 standard cases, 600,000 cases above the 1955 total and not far behind the 3,094,753 cases of 1954, according to the Fish and Wildlife Service.

While the pack still is below the long-term average, the trend which has been generally down since 1943 appears to have been arrested by the conservation measures which are now in effect, it was said by the FAWS.

Mexican Tuna Canning

The tuna canning plant located near the southern tip of Baja California at Cape San Lucas has had a successful season. The plant reportedly paid out about $400,000 to fishermen and laborers during the packing season. Most of the fish purchased by the cannery was caught by United States fishing vessels operating in the Cape San Lucas area.

The management of the tuna canning plant plan on enlarging it to handle 25 tons of tuna daily. The expanded packing facilities will provide employment for about 300 local workers, according to the U.S. Consulate in Tijuana.

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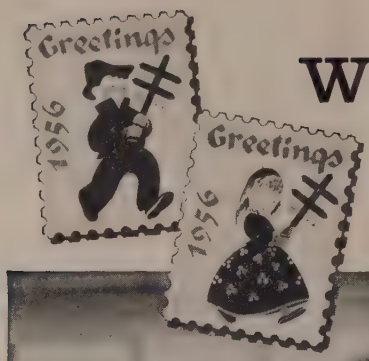


What Do You Do When You Buy Christmas Seals

This is an actual photograph taken in a tuberculosis hospital . . . of two sisters, aged 3 and 4.

They are orphans. They both have tuberculosis. They caught it from their mother who died of TB.

When you buy Christmas Seals you do two things: You help prevent TB . . . and you help research find better ways of treating patients like this.

This will be the fiftieth year that Christmas Seal funds will work year round on this double-barreled job of help and protection. To help them work harder, send in *your* contribution, today.

50TH Annual Christmas Seal Sale

Because of the importance of the above message, this space has been contributed by

PAN AMERICAN FISHERMAN

"Fish Week" Results Good

Total sales of fish products during the fall, highlighted by National Fish Parade, October 28 to November 3, showed substantial increases over those of the same period last year, according to the chairman of the National Fish Week Committee, Harry A. Trimm, Jr.

Results coming to the Fish Week Committee coincide with Secretary of the Interior Fred A. Seaton's prediction that the 1956 catch from waters in and around the United States will reach an all-time high, 5 billion pounds as compared with the 1955 catch of 4.6 billion.

This tremendous catch, Mr. Trimm emphasized, indicates the need for continuous effort on the part of the industry in bringing its products to the attention of consumers.

Last year's Fish Parade was the first such promotion. This year, the entire industry joined forces, and the associations who participated in the promotion are: American Tunaboat Association, Fisheries Council of Canada, Fishery Council of New York, Gloucester Fisheries Association, Maine Sardine Industry, Massachusetts Fisheries Association, National Fisheries Institute, New Bedford Seafood Council, Northern California Seafood Institute, Northwest Fisheries Association of Seattle, Shrimp Association of the Americas, Southern California Fisheries Association, South African Rock Lobster Association, State of Maine Sea and Shore Fisheries, Tuna Research Foundation, Wholesale Seafood Dealers of Philadelphia, Wisconsin Fish Dealers Association.

Murray Wheeler of the National Fisheries Institute, director of advertising and publicity for the National Fish Week Committee, stated that the Committee will meet in January to make plans for the 1957 Fish Parade.

FORECAST FOR 1956 FISH CATCH

American fishermen will take more than five billion pounds of fish from the seas in 1956 and set an all-time national record, according to preliminary reports.

FAWS records indicate that about 70% of a year's catch is landed by September 1 and that this year the total landings are running nearly half a billion pounds ahead of those of last year and well ahead of the landings on September 1, 1941, the record year.

In 1955 the total American catch was 4,600,000,000 pounds; in 1941 is was 4,900,000,000 pounds which is the present record year.

Menhaden, a fish used primarily for oil and meal and usually comprising about 40% of the catch, is setting the pace with an increase of 200 million pounds.

Other species which have been taken in considerably greater volume than in 1955 are: tuna, up 60 million pounds; Alaska salmon, up 50 million; Alaska herring, up 39 million; California sardines, up 28 million; Maine sardines, up 26 million; Pacific jack mackerel, up 23 million; Pacific mackerel, up 9 million; ocean perch, up 6 million; haddock, up 10 million; halibut, up 7 million.

The value "at the boat" for the 1955 catch was $325 million. Prices are somewhat better this year, which together with the larger catch, indicates an increase in the value of the catch to the fishermen.

Tariffs and Trades

The special subcommittee of the U.S. House investigating customs, tariffs, and reciprocal trade agreements program has been divided into groups. The groups are to continue their studies abroad, one group in Japan and the other in Western Europe.

The overseas studies are designed to supplement the hearings which were held this fall at which more than 100 organizations and individuals expressed their views on United States foreign trade programs, and to provide additional information for the subcommittee study.

The Far Eastern group left the U.S. November 7, spending the first week in December in Japan, where it will make a detailed study of Japanese-American trade matters.

FISH STICK STANDARDS

Voluntary U.S. standards for frozen fried fish sticks are now available for use by buyers of this product; they provide a uniform, nationwide system of quality grading.

These standards have been designed to clarify the present marketing situation in which products of all quality levels are offered for sale. All buyers want to purchase products that are clean, wholesome, richly colored, of good flavor and odor, and attractively packaged.

Voluntary U.S. standards are designed to protect the buyer from unfair competition with inferior products. When he purchases a graded product, he is competing on a quality and not a price level. Competition then becomes a matter of relative efficiency in buying, distributing, and selling consistent-quality merchandise.

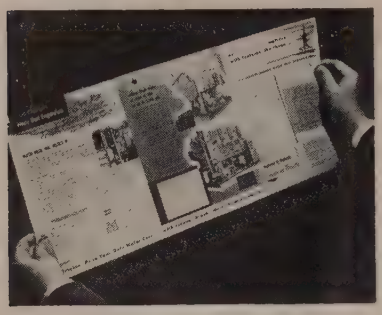
Several forms of inspection services are available to the buyer. In the event that his entire purchase of this product is custom-packed for him, he may request official grade certification with the U.S. shield and grade label. Alternatively, the buyer may request that certain lots (about to be purchased by him) be officially graded as a condition of the purchase agreement.

Buyers will find many other money saving uses for standards. Bank loans on warehouse inventory are more readily obtained. Legitimate claims against handlers for damage in transit may be successfully prosecuted in court. Claims by retailers or distributors of poor quality in products received may be verified or refuted. Standards thus pave the way for more orderly marketing and may eventually permit dealings in "futures" on fishery products. Lastly, but of particular importance in this day of emphasis on advertising, the buyer may advertise and label his product as being of an assigned grade.

Help Fight TB

Buy Christmas Seals

What's New or Different



Fresh Water from Sea

Five different models of Waste Heat Evaporators are said to deliver fresh water from sea water at rates of 300 on up to 2,100 gallons per hour. Beats paying 25c or more per barrel.

Waste diesel heat is used to distill sea water into fresh water pure enough to drink with these units which occupy little space in your engine room. Original price is your only major cost, according to the manufacturer. Write for free descriptive folder illustrated above. Cleaver-Brooks Co., 326 East Keefe Ave., Milwaukee 12, Wisconsin.

New Diesel Setup

Appointment of Diesel Control Corporation as Los Angeles County direct factory marine distributor for the Buda Engine Division of Allis-Chalmers Mfg. Co., is announced by Stanley Franklin, president of Diesel Control. Sales activities will be under the direction of Leonard Grant, and the line includes Diesel propulsion engines ranging from 9 to 51 h.p. and a complete line of Diesel generating plants for shipboard service.

In addition to the Buda Division of Allis-Chalmers, Diesel Control Corp. is also distributor for American Bosch, Demco, Roosa-Master, and Bendix fuel injection equipment, and Winslow fuel and lubricating oil filters. The company recently moved into a new and larger plant at 226 North Marine Street, Wilmington, California, to provide room for an enlarged fuel system overhaul and servicing facility. Air-conditioned and temperature-controlled, their fuel system overhaul shops are said to be the most extensive and complete of any on the West Coast.

Water Pressure Float

Development of a water pressure float with remarkable depth controllability was announced by John A. Hinckley and Associates, Inc., research and development engineers, Chicago, Illinois.

Basically a buoyant cylinder with a venturi tube through its central axis, this depth seeking float can be set for any depth below the surface of the water. Fishing nets equipped with this device can be towed at the optimum depth for maximum catch without further attention from the crew. When subsequent sonar search reveals schools at other levels, adjustment to new conditions is a matter of moments.

New Low-Cost Radar

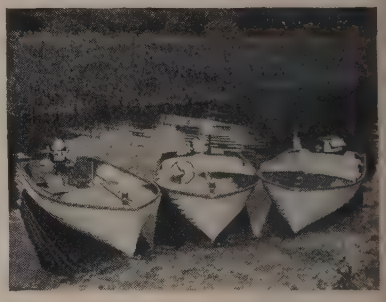
In its new Marine Radar Type 14, recently introduced, the well known English firm of Kelvin Hughes has incorporated all of the essential requirements of modern ship-borne radar: reliability under all conditions, full high-power performance, high definition, low weight and small size—all at reasonable cost.

The exceptional compactness and light weight of the various units along with simplified arrangements for interconnection assure minimum installation costs for the Kelvin Hughes Marine Radar Type 14. Orders are being accepted for spring delivery through the exclusive U.S. representatives, Bludworth Marine of 92 Gold St., New York City.

Now . . . Shrunken Heads!

We don't know why so many people want a Shrunken Head . . . but here's a brand new product that's popular. Yes, a Shrunken Head so real looking that it's tough to tell it from the real thing.

Made of skin-textured, pliable plastic with black silky hair and nostril cords, this item can be hung in the car, den, bar or most anywhere. It makes an unusual conversation piece and a perfect gift for the "man who has everything." Cossman & Co., 7013 Sunset Blvd., Hollywood 28, California.



Fiber Glass Boats

The new 1957 "Molded Fiber Glass" Boats feature redesigned mahogany trim and are said to be stronger and easier to care for because of new deck, seat and gunwale construction.

Protective rubber rub rails are standard equipment; flotation has been repositioned under decks and seats; floorboards are removable for easy cleaning. The strong fiberglass reinforced plastic hull is now even stronger because of newly developed molding techniques, improved resins and new fiberglass longitudinal ribs. Molded Fiber Glass Boat Company, 45 Fourth Ave., Union City, Penn.

"Dimetcote"

Inorganic zinc coating for steel hulls, decks, piping and tank interiors called Dimetcote is said to be unusually resistant to salt water, spray, weathering, abrasion, solvents and petroleum products. One spray coat affords same physical and cathodic protection as galvanizing, and lasts up to 15 years in sea atmosphere. For new four-page illustrated brochure write manufacturer, Amercoat Corporation, 4809 Firestone Blvd., South Gate, Calif.

Standard Steel Expands

Standard Steel Corporation of Los Angeles has purchased the Leader Iron Works, Decatur, Illinois, in a move that gives the 55-year-old Standard Steel a modern midwest factory and an established business dating back to 1888, it was announced this week by Robert S. Burns, president of Standard Steel. "The purchase reflects our faith in the future under a favorable business climate," Mr. Burns stated.

Study of U. S. Foreign Aid Policy

The extent of Congressional inquiries this year into the United States foreign aid programs was summarized recently in an address by Thorsten V. Kalijarvi, Deputy Assistant Secretary of State for Economic Affairs.

He reported that the House Foreign Affairs Committee had held a series of preliminary hearings and that the Committee and its staff plan a vast amount of further work before recommending action to the House some time next spring.

The studies of the foreign aid program are not merely examining techniques and methods, Mr. Kalijarvi said. They also are directed at why we have a Mutual Security Program. He declared:

"I know there are those who look upon foreign aid as a great giveaway program. If I thought it to be such, I would prefer to leave it to churches, missionaries, the private citizen, and institutions. But the broad concept underlying our loans, technical assistance, and grants to other countries is that such efforts are in our own enlightened self-interest because, to the extent they foster the national strength and independence of others, they strengthen the prospects for peace and freedom, and in the long run they promote our own continued economic growth."

Portuguese Fishery Reorganization

The Portuguese fish canning industry has undergone a reorganization involving changes in official policies and programs relating to the sardine industry, according to a dispatch from the U.S. Embassy in Lisbon. The announced objective of the measure, set forth in a government decree, is to take steps toward solving the industry's economic, social, and financial problems.

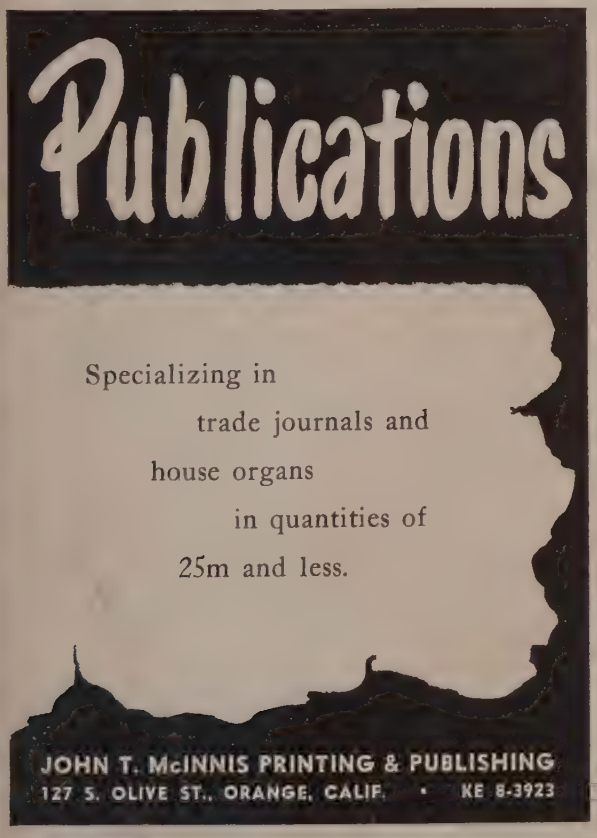
The canned fish industry is regarded as one of the most important branches of economic activity in Portugal. Its foreign exchange earnings are greater than those of any other industry except the cork industry, its fixed capital investment is reported to exceed 500 million escudos (US $17.5 million), and more than 22.000 workers were employed last year.

Sardines are to be furnished to canners under regulations to be determined by joint agreement between the sardine fishermen's guild and the fish canning guilds. The present measure seeks to fix annual quotas as well as maximum and minimum prices which canners are required to pay for sardines. In localities where shortages of fish develop, sardine canners would be guaranteed supplies from other canning centers.

Fishery Advisory Committee

The American Fishery Advisory Committee, at its fourth meeting, held in Chicago in October, urged a greatly expanded program of technological, biological, economic and marketing research and services to be financed with Saltonstall-Kennedy funds. The Fish and Wildlife Act of 1956 extended the provisions of the Saltonstall-Kennedy Act on a permanent basis.

The next meeting of the Committee is tentatively scheduled for Biloxi, Miss., in the spring of 1957.



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OUR WISH . . .

Merry Christmas

. . . TO ALL

MOST fishery interests agree that things are looking up for the future. Some of our most troublesome problems are being recognized and helpful solutions searched out—by both business and government authorities. You can read about them on other pages in this magazine.

With the American economy in general on a high level, and most lines of business apparently destined to remain that way, we believe that the fisheries situation also will shape up quite satisfactorily.

Our efforts now and always are dedicated to the creation of bigger and better markets for canned tuna, and to advance the best interests of the entire tuna industry.

CALIFORNIA FISH CANNERS ASSOCIATION INC.

Breast-O'-Chicken Tuna, Inc. . California Marine Curing & Packing Co.

Coast Fisheries (Division of the Quaker Oats Company)

Franco-Italian Packing Company, Inc.

Pan-Pacific Fisheries, Inc. . South Coast Fisheries, Inc.

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Chicken-of-the-Sea, Inc.

West Coast Packing Corporation . Western Canners Company

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Library, Pacific Oceanic Fishery Investigations
P. O. Box 3830
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